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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/594,645	09/28/2006	Magnus Pelz	P/1228-214	1626
OSTROLENK FABER GERB & SOFFEN 1180 AVENUE OF THE AMERICAS			EXAMINER	
			DUFF, DOUGLAS J	
NEW YORK, NY 100368403			ART UNIT	PAPER NUMBER
			3748	
			MAIL DATE	DELIVERY MODE
			01/07/2009	PAPER

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

	Application No.	Applicant(s)
	10/594,645	PELZ ET AL.
Office Action Summary	Examiner	Art Unit
	DOUGLAS J. DUFF	3748
The MAILING DATE of this communication ap Period for Reply	pears on the cover sheet with the c	correspondence address
A SHORTENED STATUTORY PERIOD FOR REPL WHICHEVER IS LONGER, FROM THE MAILING DESTRICTION OF THE MAILING	DATE OF THIS COMMUNICATION 136(a). In no event, however, may a reply be tir I will apply and will expire SIX (6) MONTHS from te, cause the application to become ABANDONE	N. nely filed the mailing date of this communication. D (35 U.S.C. § 133).
Status		
Responsive to communication(s) filed on 16 (2a) This action is FINAL . Since this application is in condition for allowatelessed in accordance with the practice under	is action is non-final. ance except for formal matters, pro	
Disposition of Claims		
4) Claim(s) 1-10 is/are pending in the application 4a) Of the above claim(s) is/are withdra 5) Claim(s) is/are allowed. 6) Claim(s) is/are rejected. 7) Claim(s) is/are objected to. 8) Claim(s) are subject to restriction and/o	awn from consideration.	
Application Papers		
9) The specification is objected to by the Examin 10) The drawing(s) filed on is/are: a) accomposed and applicant may not request that any objection to the Replacement drawing sheet(s) including the correct to by the Examin	cepted or b) objected to by the defendance of a drawing(s) be held in abeyance. Section is required if the drawing(s) is ob	e 37 CFR 1.85(a). jected to. See 37 CFR 1.121(d).
Priority under 35 U.S.C. § 119		
 12) Acknowledgment is made of a claim for foreign a) All b) Some * c) None of: 1. Certified copies of the priority document 2. Certified copies of the priority document 3. Copies of the certified copies of the priority document application from the International Bureat * See the attached detailed Office action for a list 	nts have been received. Its have been received in Applicationity documents have been received au (PCT Rule 17.2(a)).	ion No ed in this National Stage
Attachment(s) 1) Notice of References Cited (PTO-892) 2) Notice of Draftsperson's Patent Drawing Review (PTO-948) 3) Information Disclosure Statement(s) (PTO/SB/08) Paper No(s)/Mail Date	4) Interview Summary Paper No(s)/Mail D: 5) Notice of Informal F 6) Other:	ate

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This Office Action is in response to Applicant's request for reconsideration filed 10/16/08.

DETAILED ACTION

Claim Rejections - 35 USC § 103

- 1. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:
 - (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.
- 2. Claims 1-7, 9 and 10 are rejected under 35 U.S.C. 103(a) as being unpatentable over Schonfeld et al (US 5607010) in view of Aupperle et al. (US 20040050374).

 Regarding claim 1, Schonfeld et al. discloses an EGR system in a supercharged engine (2) comprising an exhaust line (8) operable to lead exhaust gases out from the combustion engine, an inlet line (11) operable to lead air at above atmospheric pressure to the engine, a return line (10) comprising a connection to the exhaust line and a connection to the inlet line, so that the return line is operable to recirculate exhaust from the exhaust line to the inlet line and a second cooler (12) operable to cool exhaust in the return line by use of a liquid medium (16), a first cooler (7), the first cooler incorporated in the inlet line downstream from the connection of the return line to the inlet line so that, when the exhaust is returned via the return line, the first cooler cools the mixture of exhaust gases and air before the mixture is led to the engine (Fig. 1). Schonfeld fails to disclose the first cooler cooled by ambient air.

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3. Aupperle teaches an EGR system with a first cooler cooled by ambient air (paragraph 0017). It would have been obvious for a person having ordinary skill in the art at the time the invention was made to utilize ambient air for the first cooler in order to reduce the exhaust gas temperature to a level that satisfies the engine system demands.

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- 4. Regarding claims 2-7, 9 and 10, the modified Schonfeld device discloses the arrangement of claim 1 including a cooling system containing a liquid medium and which is operable for cooling the engine (Aupperle, paragraph 0017), a cooler (radiator) arranged close to the first cooler (Fig. 1) for cooling the coolant in the cooling system, an EGR valve (4.3) in the return line, a control unit operable for controlling the EGR valve, a turbine (2.3) positioned and operable for being driven by exhaust not in the return line and a compressor (3.1) to be driven by the turbine so the compressor compresses air in the inlet line, the engine being a diesel or Otto engine.
- 5. Claim 8 is rejected under 35 U.S.C. 103(a) as being unpatentable over Schonfeld in view of Aupperle as applied to claim 7 above, and further in view of Bailey (US 6003315). The modified Schonfeld device discloses the device of claim 7, but fails to disclose a venturi between the return line and the inlet line which delivers returned exhaust gases into the inlet line.
- 6. Bailey teaches an EGR system with a venturi (52) between the return line and the inlet line which delivers returned exhaust gases into the inlet line. It would have been obvious for a person having ordinary skill in the art at the time the invention was made to utilize a venture in order to allow the lower pressure exhaust gas from the

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exhaust manifold to be drawn into the intake circuit and fed into the engine with intake air (col. 5, lines 54-57).

Any inquiry concerning this communication or earlier communications from the examiner should be directed to DOUGLAS J. DUFF whose telephone number is (571)272-3459. The examiner can normally be reached on M-Th 7 AM - 5 PM.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Thomas Denion can be reached on (571) 272-4859. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Thomas E. Denion/ Supervisory Patent Examiner, Art Unit 3748

/Douglas J Duff/ Examiner, Art Unit 3748 1/4/09